IDEA 0107 Copy # of #

9 February 1961

25X1

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MEMORA	NDUL FOR:	Chief,	Operations Branch, DPD
SUBJECT	:	Use of	f Burning Fuse to
1. *	The following i	a a repor	rt of a telephone conversation with at 1030 hours, 9 February 1961.
Research	the burning for the manufactual was the rwing information	see proble cturing co most know on was ol	to confirm his own opinions, on the less he had called the Director of company. He further stated that wiedgeable man in the business. btained from the conversation wincturer.
	a. The fuse b	uras at t ends per	the rate of 3 feet per 2 minutes at r yard)
burn	b. As pressu lag rate decresseconds per ya	itur coss	creased (altitude increased) the II at 20,000 feet it is approximately
inck	of pressure.	a fact if	fuse will not burn at all due to the the fuse is lighted at some low it is taken to 30,000 feet it will
is w	d. The decre	ne but a c	urning rate with increase of ultitude curve which is not very predictable
roll	o. At sea let is plus or min	rel the bu	arning rate accuracy from roll to ad the accuracy within a given roll

25X1A 25X1

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25X1A

is plus or minus 5%.

SECRET

- f. As temperature is reduced a hardening of the core (burning portion) of the fuse takes place. This causes unpredicable and erratic burning, that is it will burn very rapidly for a time, then very slowly, etc. While this is unpredictable it does generally average out. But at times it could very well go all, or mostly, one way or the other. (This action is independent of the pressure problem).
- g. The above deficiencies could be sullified by placing the length to be burned in a heated pressurised container with a valve to keep the pressure constant during descent.

 thinks the design and building of such a container would consume considerable time.
- f. For the long pull it may be possible to have the manufacturer develop a special fuse to accomplish our task. No time estimate for this is available but time in the nature of months could be assumed.

SIGN	NED
DPD/0	OPS/RS

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